

**Amendments to the Claims:**

**Patent Claims**

**What is Claimed is:**

1. (Currently Amended) ~~Method~~ A method for stopping elevators, particularly by using at least one AC motor  $[(14)]$  driven by a static frequency converter  $[(18)]$ , in which a brake relay  $[(6)]$  controls the brake  $[(15)]$  of the motor  $[(14)]$  so that de-energising the brake relay (6) will brake the motor  $[(14)]$ , the brake relay  $[(6)]$  being connected with a safety switch  $[(9)]$  in such a manner that de-energising the brake relay  $[(6)]$  will reliably block the control impulses required for generating the driving motor field.
2. (Currently Amended) ~~Method~~ The method according to claim 1, ~~characterised in that~~ wherein a series-connected power semiconductor  $[(20)]$  will disconnect faster than the contact  $[(19)]$  of the brake relay  $[(6)]$  used to control the brake  $[(15)]$ .
3. (Currently Amended) ~~Method~~ The method according to claim 1, ~~or 2,~~ ~~characterised in that~~ wherein if a safety system  $[(2)]$  is triggered, a call  $[(5)]$  will control the brake relay  $[(6)]$  so that it is pulled in.
4. (Currently Amended) ~~System~~ A system for implementation of the method according to claim 1, comprising an elevator safety circuit  $[(1)]$  with preferably series-connected safety systems  $[(2)]$ , acting via the elevator control  $[(3)]$  upon the brake relay  $[(6)]$  located in a frequency converter  $[(18)]$ , said brake relay  $[(6)]$  controlling the brake  $[(15)]$  of the motor  $[(14)]$ , the frequency converter  $[(18)]$  comprising a frequency converter logic unit  $[(8)]$  that produces control signals, used by the motor control power semiconductors contained in the inverter  $[(13)]$ , for a rotating-field-producing pulse pattern, and a safety switch  $[(9)]$ , which is on the one side connected to the brake relay  $[(6)]$  and on the other side to the power semiconductors, so that de-energising the brake relay  $[(6)]$  will disconnect the torque-generating, rotating field of the motor  $[(14)]$ .

5.(Currently Amended) ~~System~~ The system according to claim 4, ~~characterised in that~~ wherein the brake relay  $[(6)]$  used is an emergency-out relay, preferably conforming to EN 954-1, category 4.

6.(Currently Amended) ~~System~~ The system according to claim 4, ~~or 5, characterised in that~~ wherein only one brake relay  $[(6)]$  is provided.

7.(Currently Amended) ~~System~~ The system according to ~~one of the claims 4 to 6, characterised in that~~ claim 4, wherein the frequency converter  $[(18)]$  is located in the connection box or in the housing of the elevator motor.

8.(Currently Amended) ~~System~~ The system according to ~~one of the claims 4 to 6, characterised in that~~ claim 4, wherein the contact  $[(19)]$  of the brake relay  $[(6)]$  controlling the brake  $[(15)]$  is connected in series with a power semiconductor  $[(20)]$ .